

BookletChart™

San Juan Channel

NOAA Chart 18434

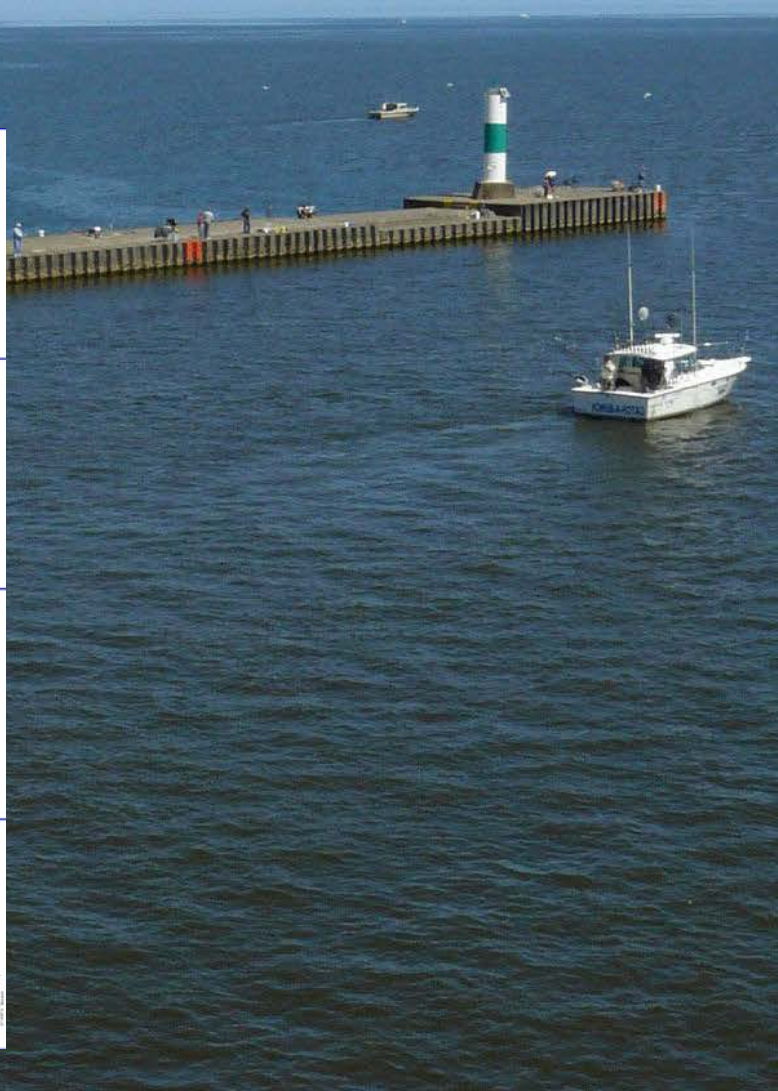
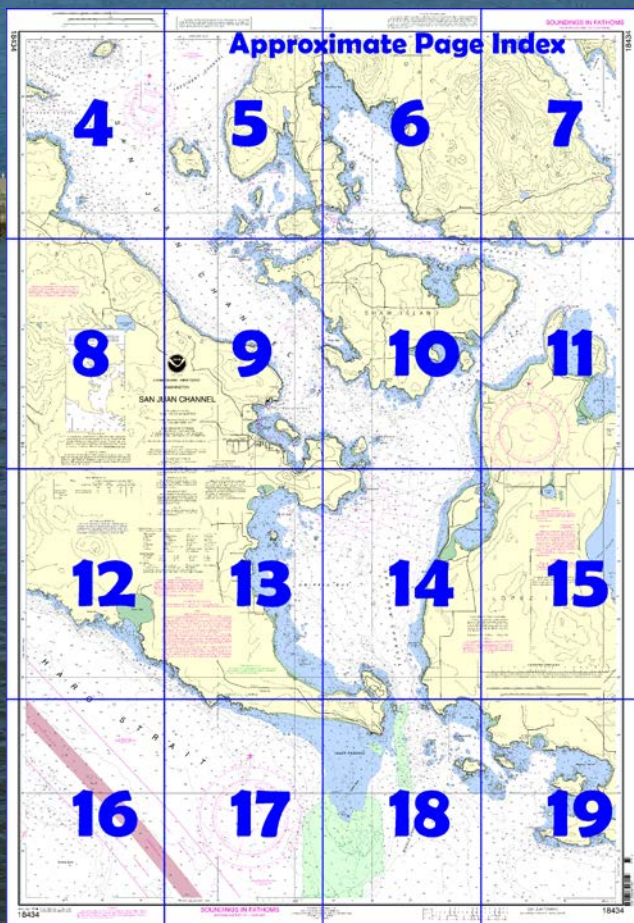


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

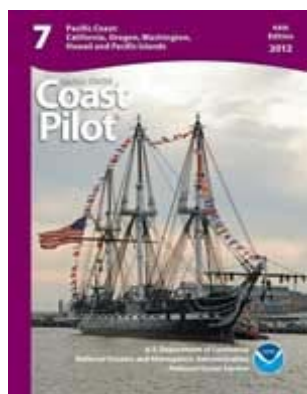
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18434>



(Selected Excerpts from Coast Pilot)

The waters of the **San Juan Islands** embrace the passages and bays N of the E end of the Strait of Juan de Fuca. These passages are used extensively by pleasure craft, especially in summer. Some tugs and barges use the larger passes. Automobile ferries, operated by the State of Washington, are on regular round-trip runs from Anacortes through Thatcher Pass, Harney Channel, Wasp Passage, San Juan Channel, Spieden Channel, and across Haro Strait to Sidney, B.C. The island ferry landings are at Upright Head, Lopez Island; on the E side of the

entrance to Blind Bay, Shaw Island; Orcas, Orcas Island; and Friday Harbor, San Juan Island. Oceangoing vessels normally use Haro and Rosario Straits and do not run the channels and passes in the San Juan Islands. Many resorts and communities have supplies and moorage available for the numerous pleasure craft cruising in these waters. Well-sheltered anchorages are numerous.

Haro Strait and **Boundary Pass** form the westernmost of the three main channels leading from the Strait of Juan de Fuca to the SE end of the Strait of Georgia; it is the one most generally used. Vessels bound from the W to ports in Alaska or British Columbia should use the Haro Strait/ Boundary Pass channel, as it is the widest channel and is well marked. Vessels bound N from Puget Sound may use Rosario Strait or Haro Strait; the use of San Juan Channel by deep-draft vessels is not recommended. A **Vessel Traffic Service** has been established in the Strait of Juan de Fuca, E of Port Angeles, and in the adjacent waters. (See **161.1 through 161.55**, chapter 2, for regulations, and the beginning of this chapter for additional information.)

The International Boundary between the United States and Canada passes through Haro Strait and Boundary Pass.

In accordance with the Cooperative Vessel Traffic Service, the United States and Canada, in cooperation with industry and the British Columbia Coast Pilots have established a **Special Operating Area** at the intersection of Haro Strait and Boundary Pass in the vicinity of Turn Point Light (48°41'18"N., 123°14'12"W.). This special area will help reduce the risk of incidents between both commercial and recreational vessels transiting the boundary waters of Haro Strait and Boundary Pass. For the boundaries and rules regarding the **Special Operating Area**, see **Cooperative Vessel Traffic Service (CVTS)** earlier in this chapter.

Rocky Middle Bank, with a least depth of 10 fathoms, is in the S approach to Haro Strait. The bank is about 3.5 miles long, and the least depth is in its NE part and 5.7 miles SW of Cattle Point Light on the southernmost tip of San Juan Island. Heavy tide rips, dangerous to small craft, form in the vicinity of this bank in bad weather.

Beaumont shoal, covered 9 fathoms, lies 3 miles NW of the NW corner of Middle Bank and is marked by a lighted buoy. A second small bank with a least depth of 7 fathoms lies 1 mile to the north. In bad weather, heavy tide rips form over these banks.

San Juan Island, the largest of the group, is about 13 miles long, rugged, and partly wooded. **Mount Dallas**, the highest of several hills on the island, rises abruptly from the middle of the W side to a height of 1,080 feet. In most places the shores are free of outlying dangers. The N end of the island is indented by several small bays that, with the exception of Roche Harbor, are shoal and of no commercial importance.

From **Eagle Point**, the W shore of San Juan Island trends NW and forms the E side of Haro Strait. This shore is steep-to and rocky, and beyond 400 yards offshore it is free of danger; however, the depths off this shore are too great for anchoring.

Kanaka Bay, a small cove used by fishing boats, is 2.5 miles NW of Eagle Point.

Lime Kiln Light (48°30'57"N., 123°09'08"W.), 55 feet above the water, is shown from a 25 foot white octagonal tower attached to a building on the W side of San Juan Island. Two dwellings are about 150 yards SE of the light. Rocks awash lie close inshore about 1 mile SE of the light.

Smallpox Bay and **Andrews Bay**, 1.5 miles NW of Lime Kiln Light, offer protection for small craft from N and E weather.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

Commander
13th CG District (206) 220-7001
Seattle, WA

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

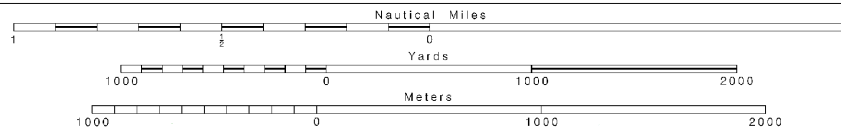
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



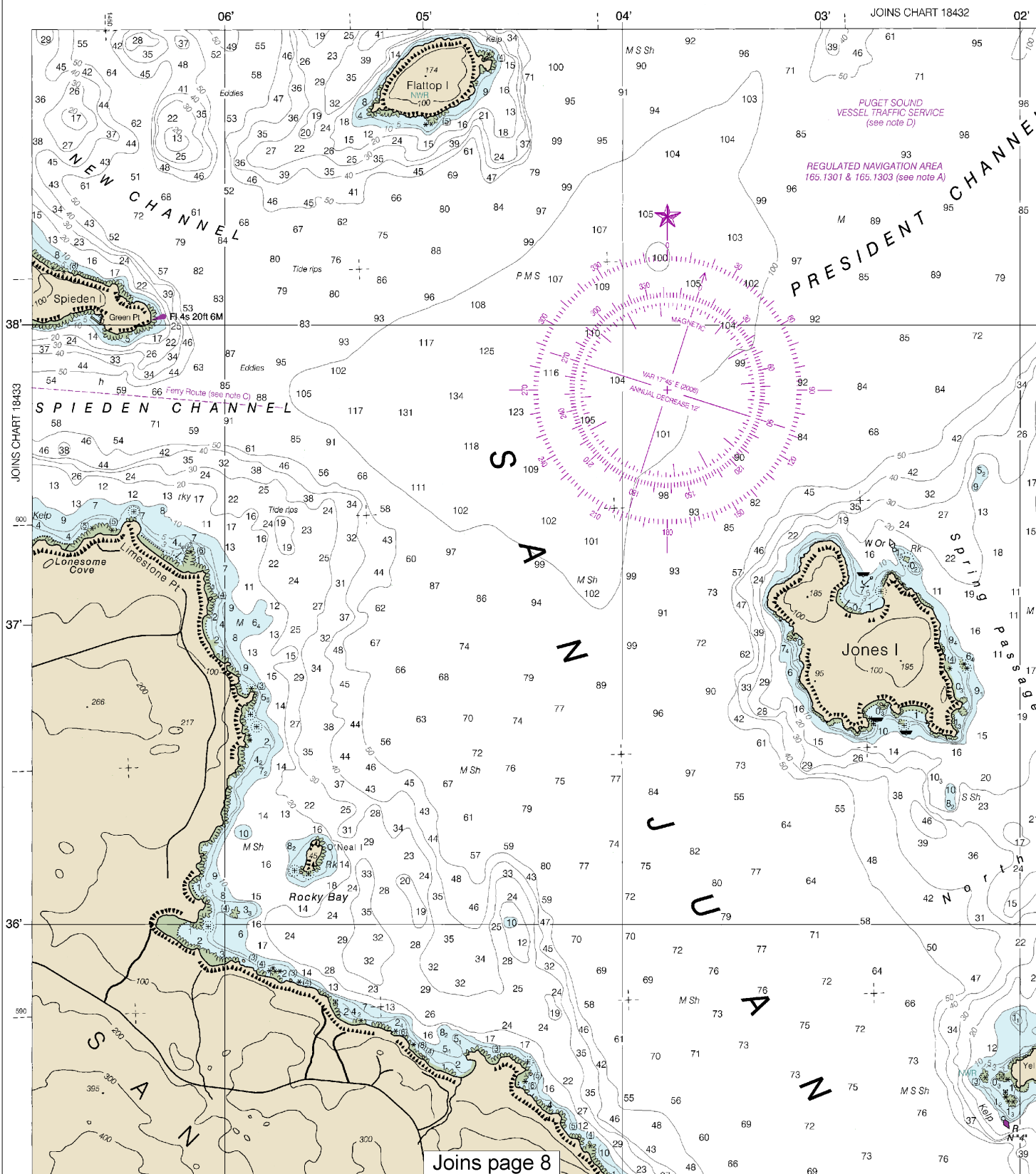
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



NOAA encourages users to submit inquiries,
about this chart at <http://www.nauticalcharts.noaa.gov>

18434

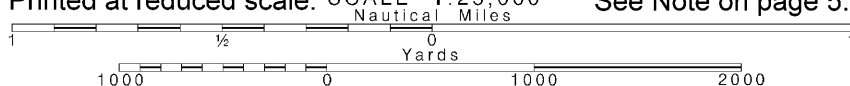


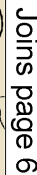
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Note: Chart grid
lines are aligned
with true north.

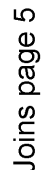
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See Note on page 5.





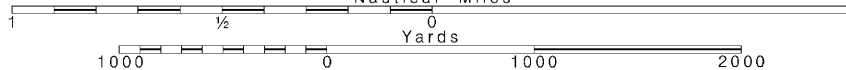
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:33333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~
Nautical Miles

See Note on page 5.



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

18434



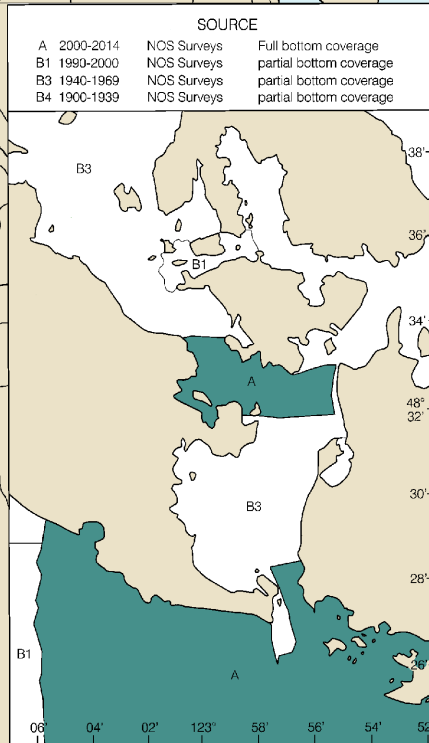
7th Ed., Apr. 2008. Last Correction: 10/26/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

7

Joins page 4

NOTE C

Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency conditions. Standard ferry routes within the waters of the San Juan Islands are not displayed on this chart.



The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System of 1984 (WGS 84). Geographic positions referred to North American Datum of 1929 must be corrected an average of 0.641" southward and 4.642" westward to agree with this chart.

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)

Joins page 12



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

WASHINGTON

SAN JUAN CHANNEL

Mercator Projection
Scale 1:25,000 at Lat 48°33'N

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard and Canadian Authorities.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

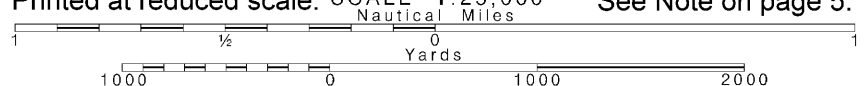
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been

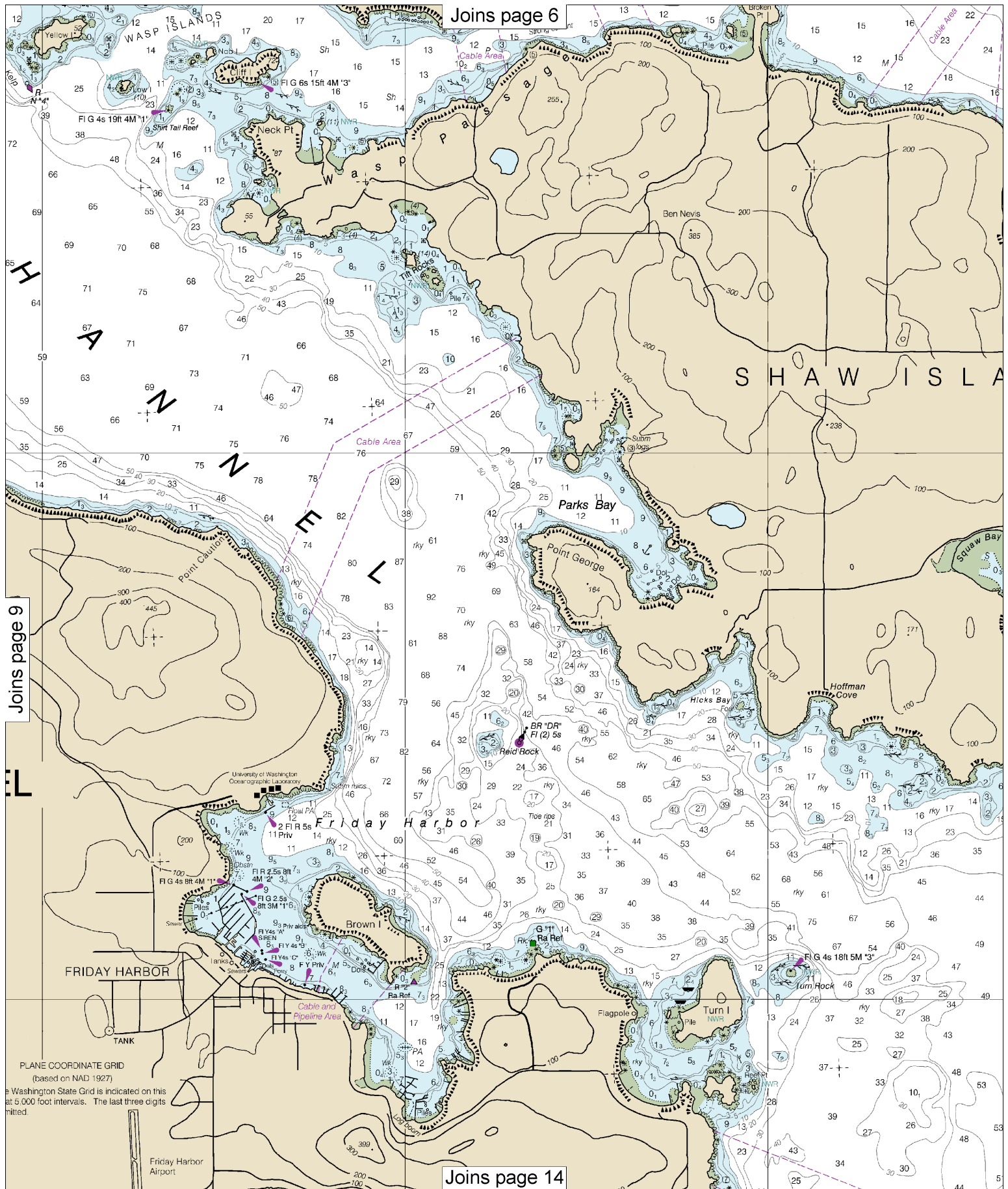
PLANE CO
(based
The Washington
chart at 5,000 foot in
are omitted.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000

See Note on page 5.



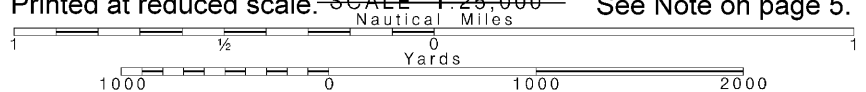


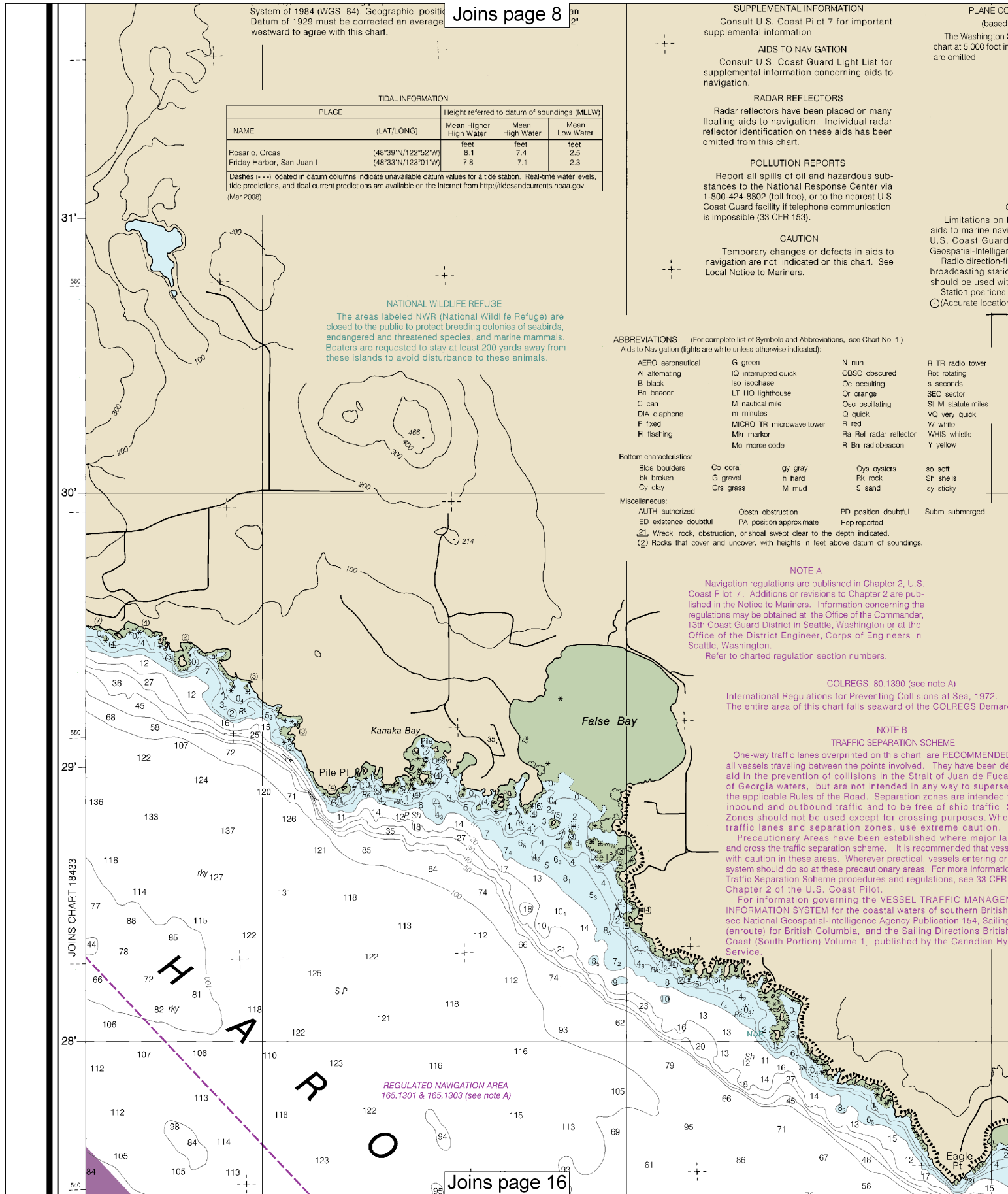
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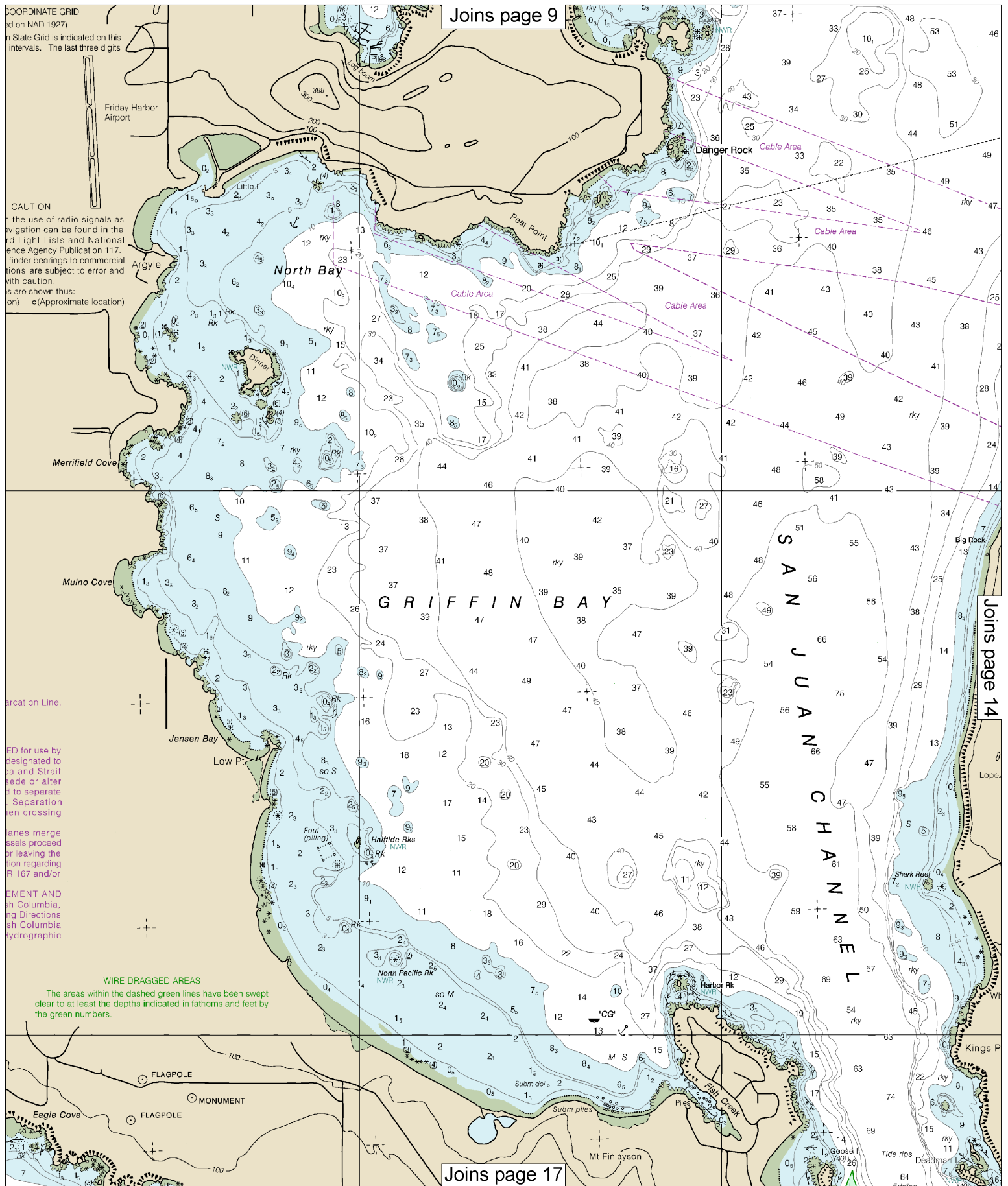
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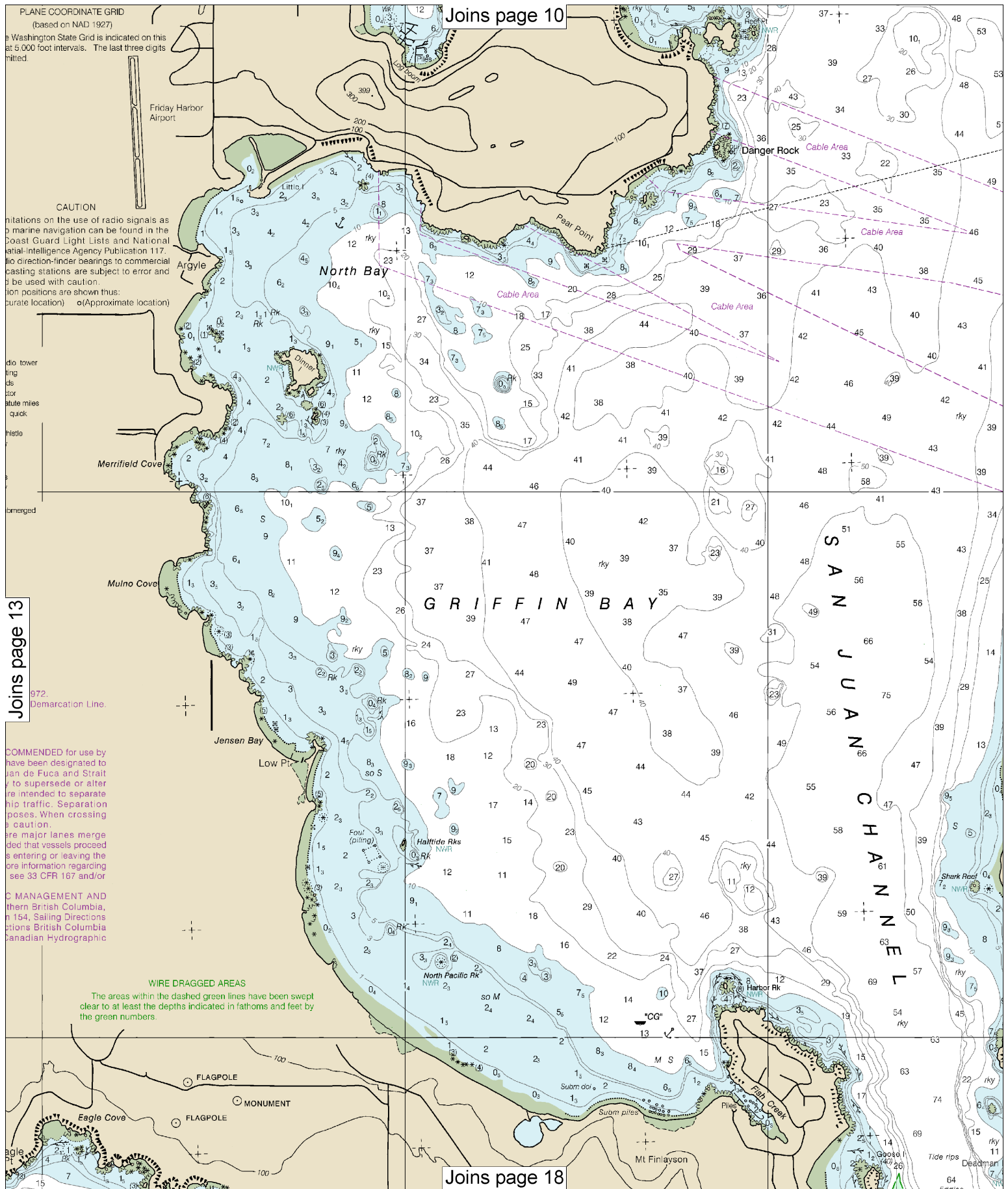
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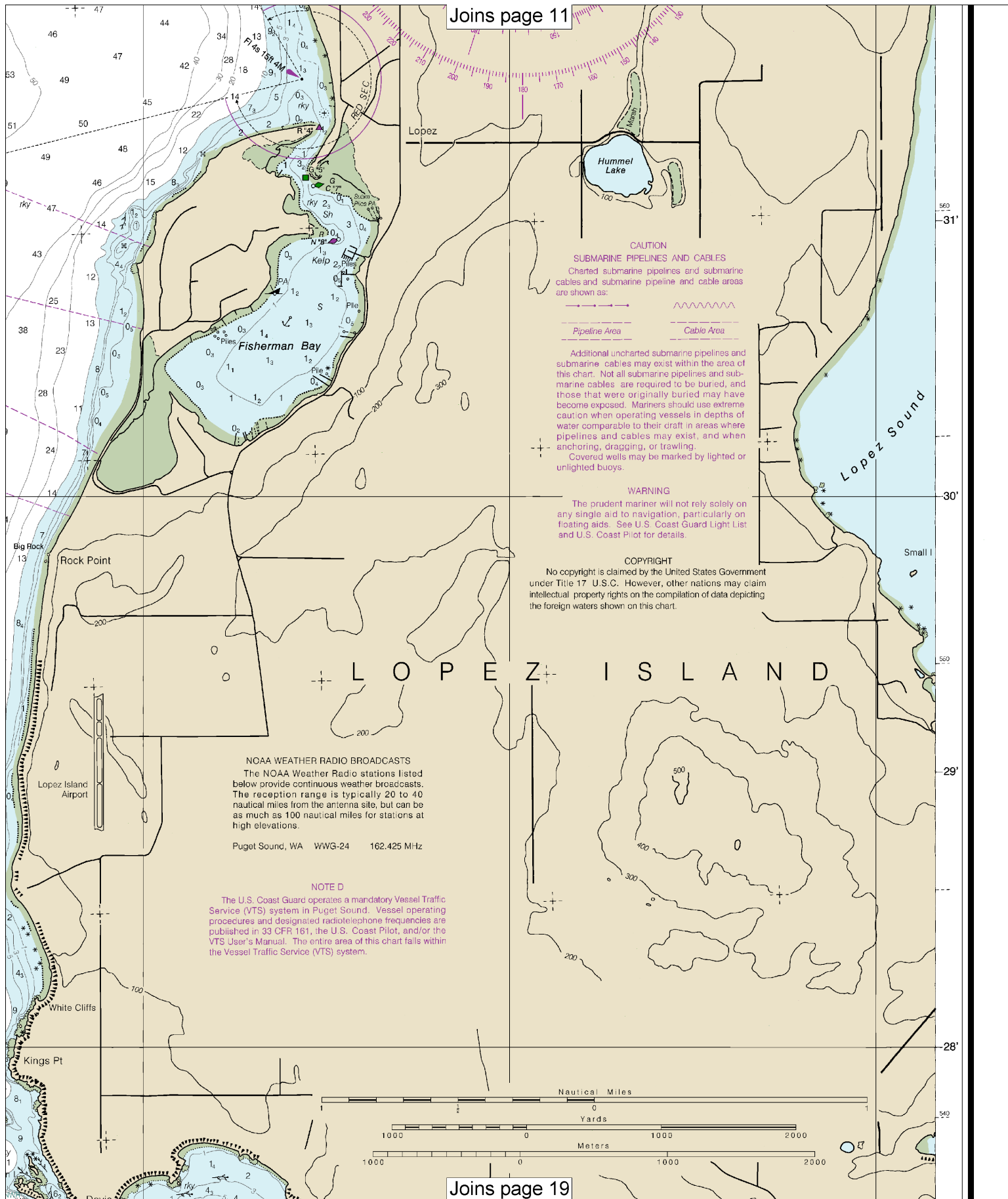
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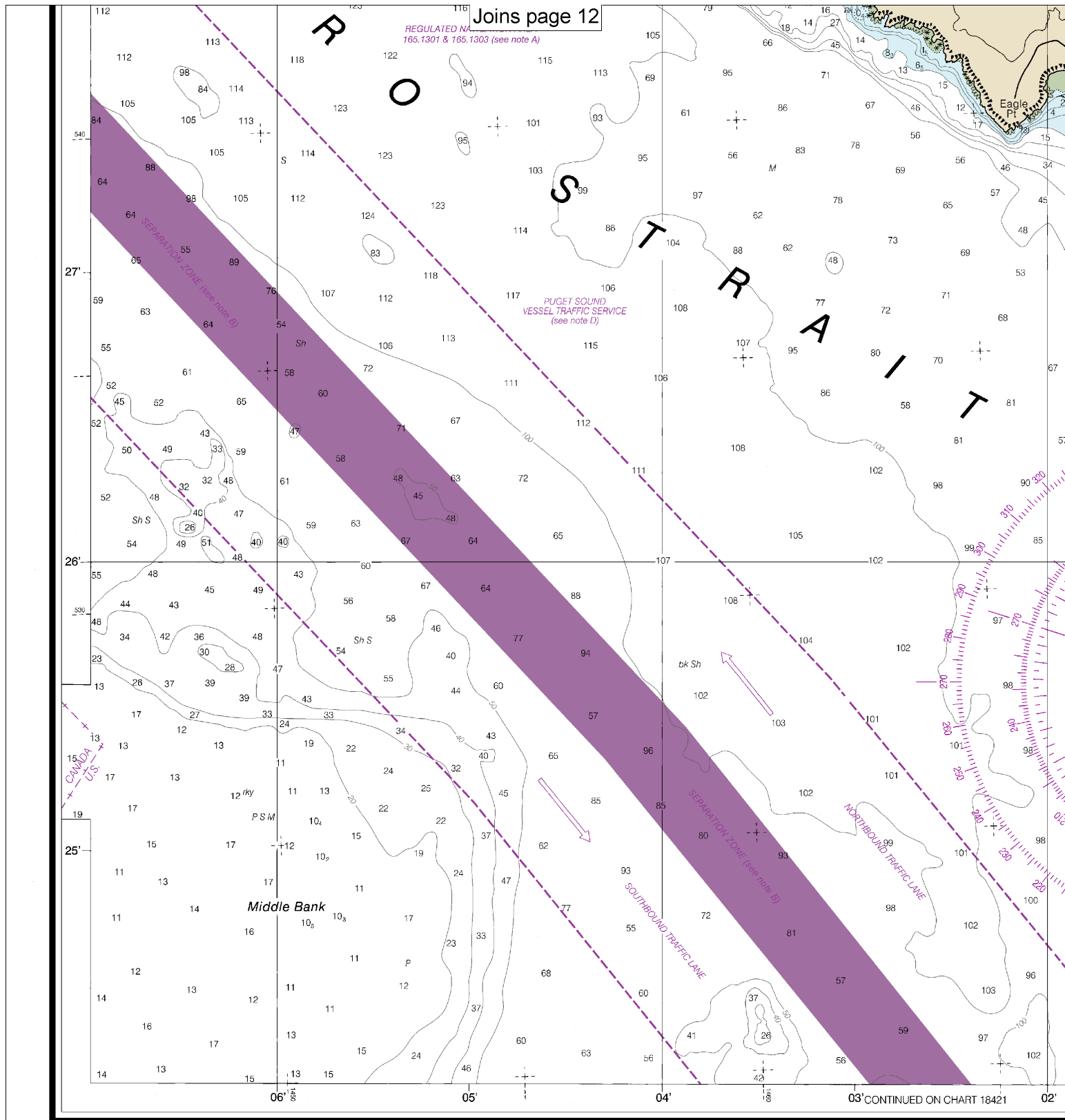












Joins page 12

REGULATED NA
165.1301 & 165.1303 (see note A)

PUGET SOUND
VESSEL TRAFFIC SERVICE
(see note D)

18434

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

7th Ed., Apr. 2008. Last Correction: 10/26/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

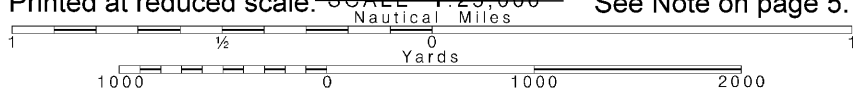
SOUND
(FATH)

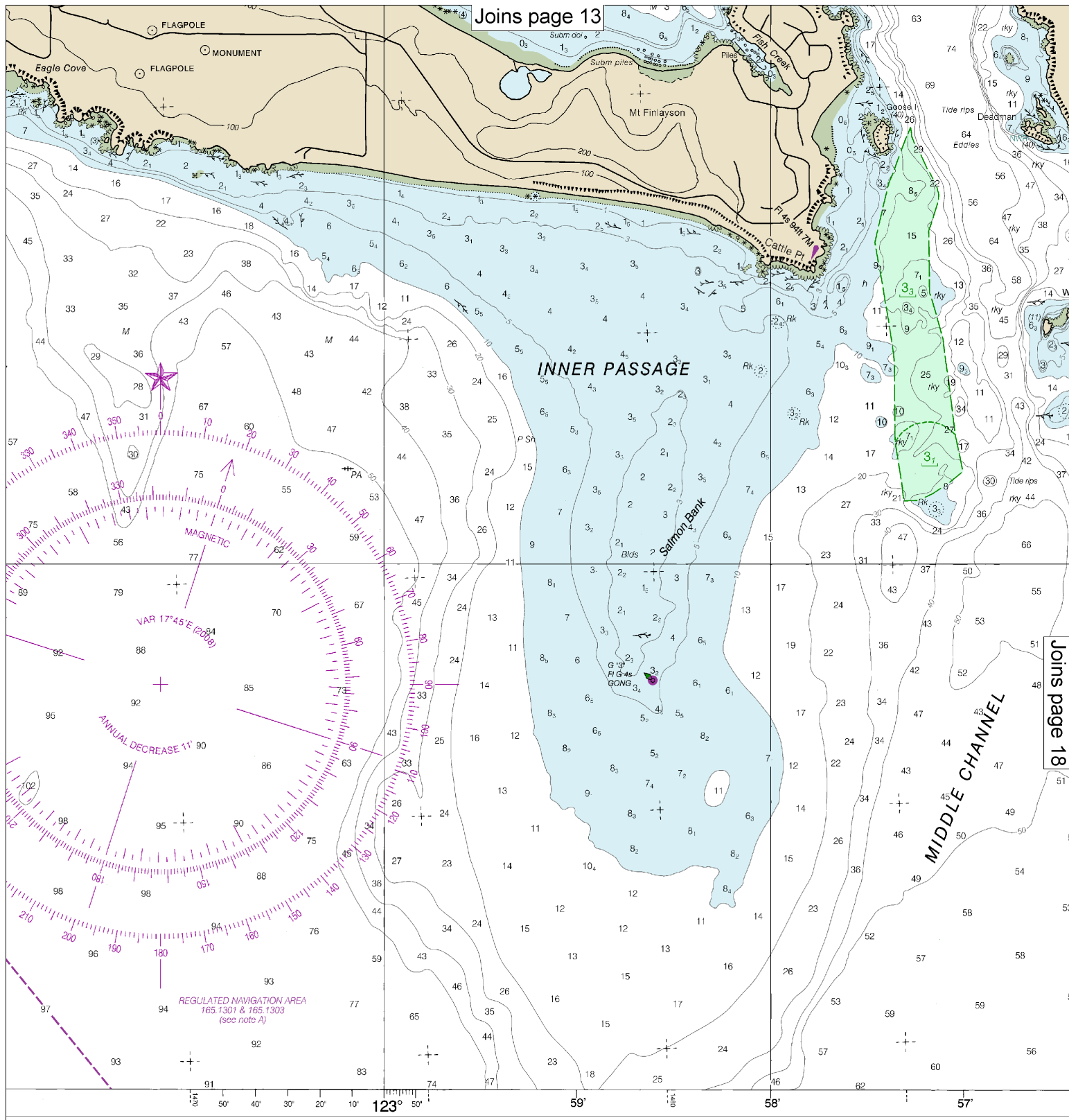
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000

See Note on page 5.



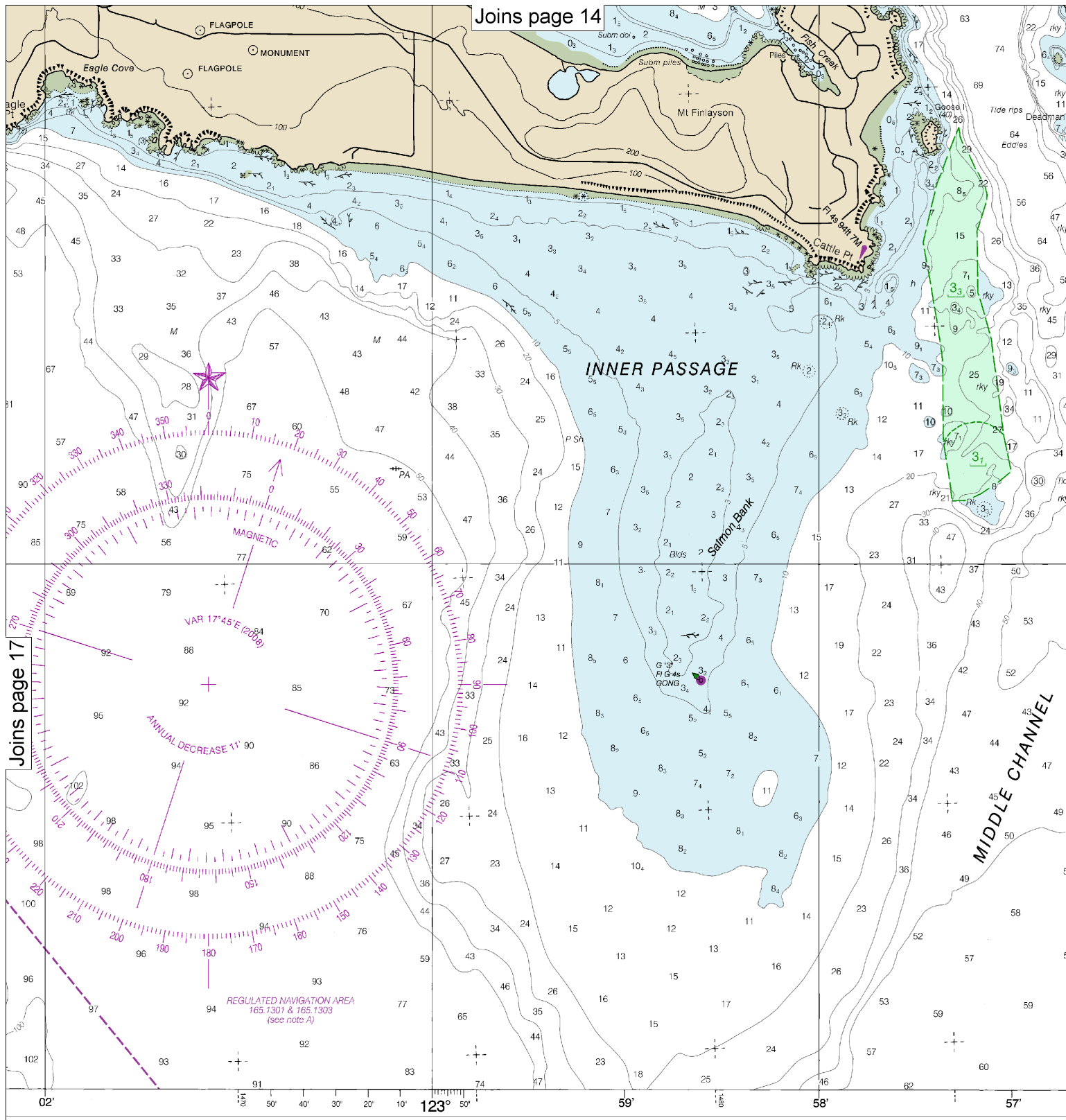


DINGS IN FATHOMS

HOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS



UNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

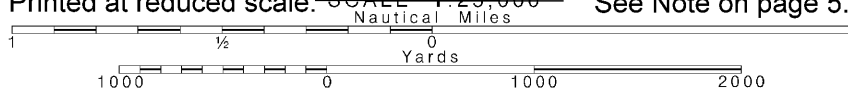
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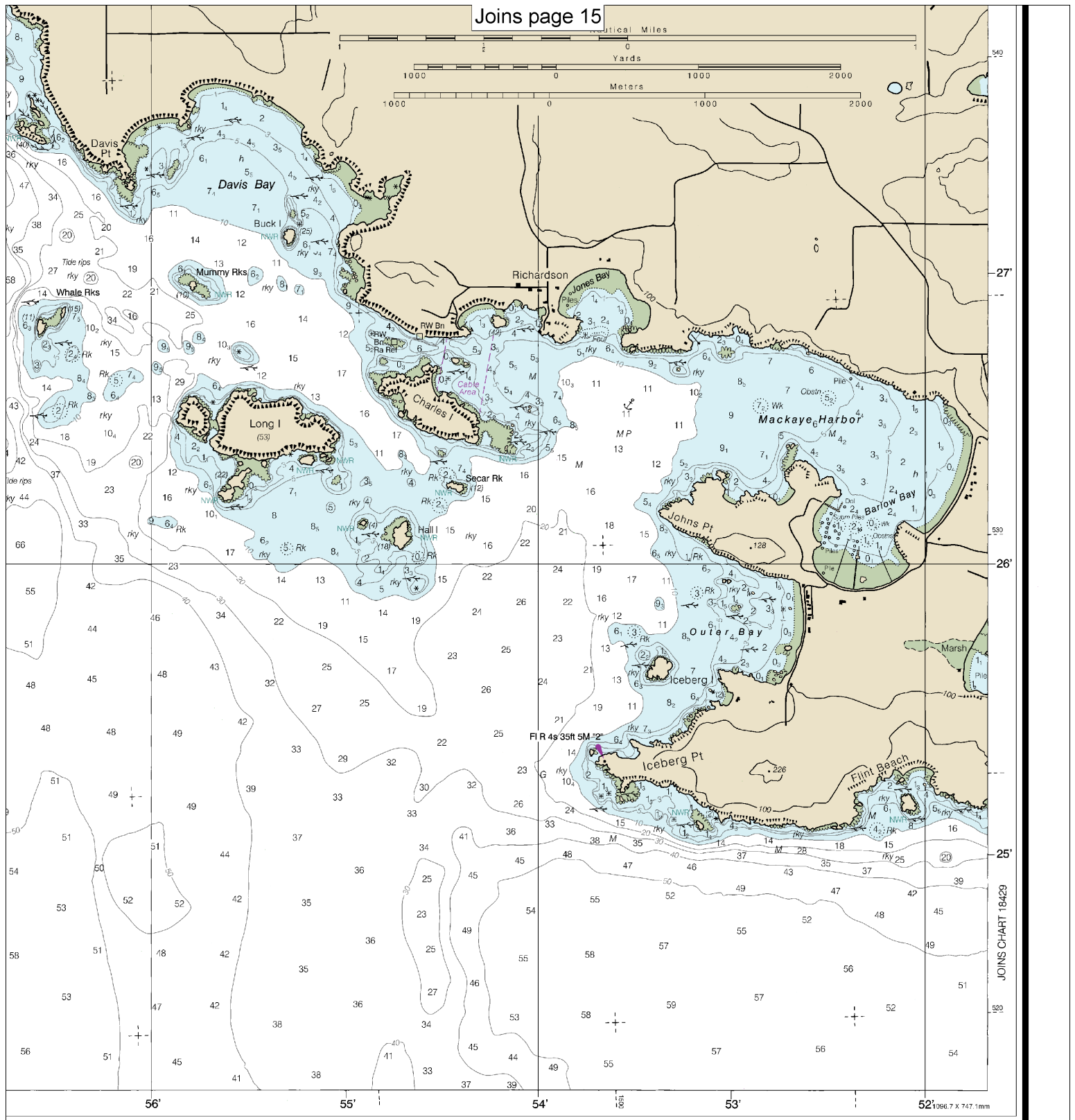
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000

See Note on page 5.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

San Juan Channel
SOUNDINGS IN FATHOMS - SCALE 1:25,000

18434



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.